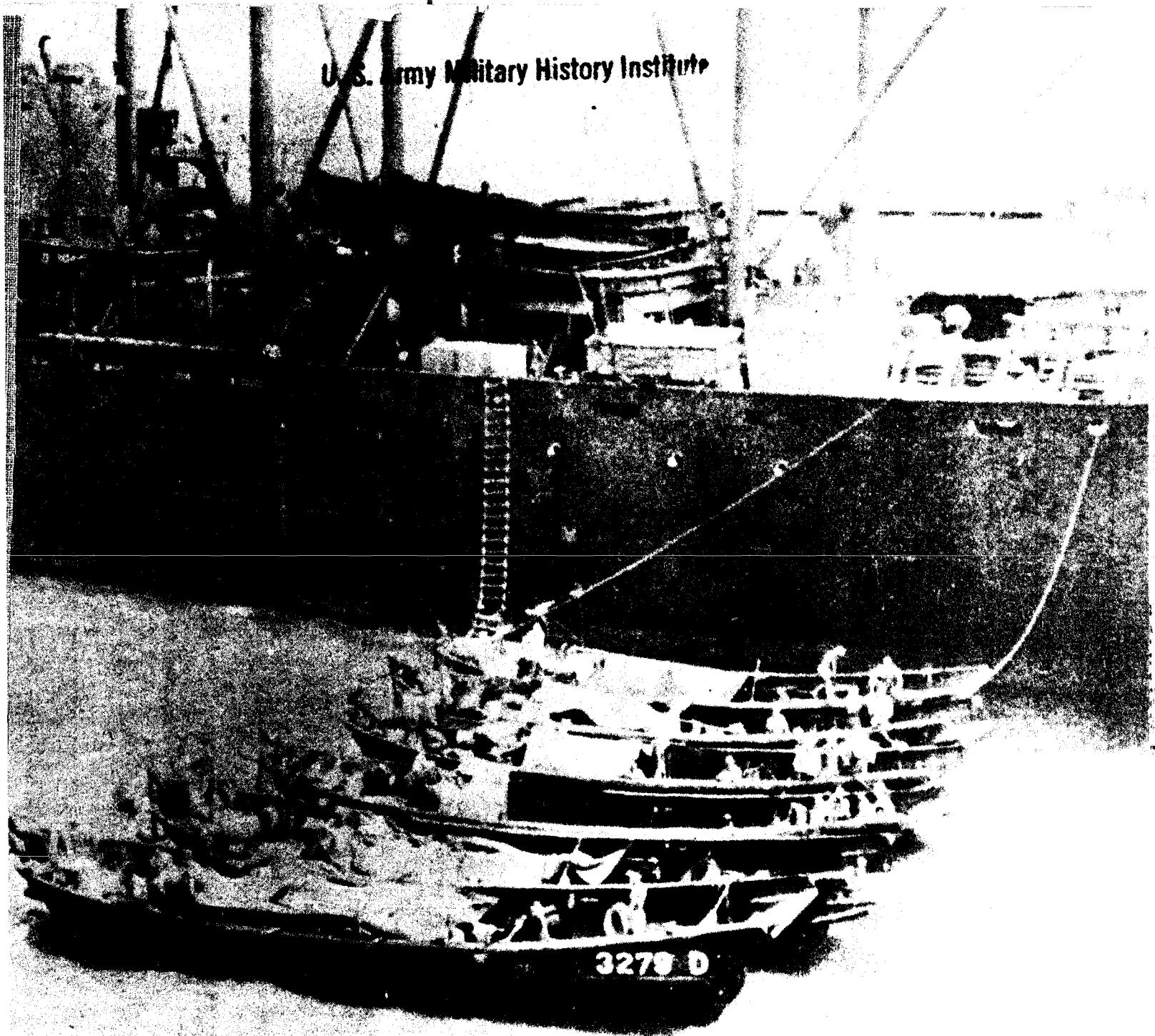


U.S. Army Military History Institute



Japanese Landing Boats

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Military Intelligence Service

Information Bulletin No. 10

NOTES ON JAPANESE WARFARE

War Department
Washington, D.C.

REGRADED UNCLASSIFIED BY
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BY Ramsey ON 5-23-53

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Military Intelligence Service
War Department
Washington, March 21, 1942

Information Bulletin
No. 10
MIS 461

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NOTICE

1. Information Bulletins, which have replaced Tentative Lessons Bulletins, have a dual purpose: (1) to provide all officers with reasonably confirmed information from official and other reliable sources, and (2) to serve as material for lectures to troops.

2. Non-divisional units are being supplied with copies on a basis similar to the approved distribution for divisional commands, as follows:

INF DIV		CAV DIV		ARMD DIV	
Div Hq	8	Div Hq	4	Div Hq	11
Rcn Troop	1	Ord Co	1	Rcn Bn	1
Sig Co	1	Sig Troop	1	Engr Bn	1
Engr Bn	1	Rcn Sq	1	Med Bn	1
Med Bn	1	Engr Sq	1	Maint Bn	1
QM Bn	1	Med Sq	1	Supply Bn	1
Hq Inf Regt, 1 ea	3	QM Sq	1	Div Train Hq	1
Inf Bn, 1 ea	9	Hq Cav Brig, 2 ea	4	Armd Regt, 4 ea	8
Hq Div Arty	1	Cav Regt, 4 ea	16	FA Bn, 1 ea	3
FA Bn, 1 ea	<u>4</u>	Hq Div Arty	1	Inf Regt	<u>4</u>
	30	FA Bn, 1 ea	<u>3</u>		32
			34		

Distribution to air units is being made by the A-2 of Army Air Forces.

3. Each command should circulate available copies among its officers. Reproduction within the military service is permitted provided (1) the source is stated, (2) the classification is not changed, and (3) the information is safeguarded. Attention is invited to paragraph 10a, AR 380-5 which is quoted in part as follows: "A document . . . will be classified and . . . marked restricted when information contained therein is for official use only, or when its disclosure should be . . . denied the general public."

4. In order to familiarize our troops with the appearance of the enemy, it is suggested that the attached photographs, which are themselves not classified as restricted, be removed and placed on bulletin boards.

5. Suggestions for future bulletins are invited. Any correspondence relating to Information Bulletins may be addressed directly to the Dissemination Branch, Military Intelligence Service, War Department, Washington, D.C.

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Section I

JAPANESE TASK FORCES

1. COMPOSITION

Japanese joint task forces are of two types, the division and the brigade.

a. The division type consists of the following three elements:

(1) Air Force

Shore-based:

	Squadron strength
Bombers (heavy) 3-4 squadrons	(10 bombers)
Fighters 2-3 squadrons	(12 fighters)
Flying boats 2 squadrons	(8 planes)
Total aircraft 70-92	

Carrier-borne: Total planes 40-100 (1 or 2 carriers)

Grand total of planes 110-192

(2) GROUND FORCE

One division of troops (15,000)
One battalion of parachute troops

(3) Naval Force

Aircraft carriers 2 (40-60 planes to a carrier)
Cruisers 6 (3 planes each, for reconnaissance)
Submarines 2-4
Destroyers 10-14
Transports 12-20
Total vessels 32-46

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b. The brigade type consists of the following three elements:

(1) Air Force

Shore-based:

Bombers (heavy) 2-3 squadrons
Fighters 1-2 squadrons
Flying boats 2 squadrons
Total aircraft 48-58

Carrier-borne: Total planes 48

Grand total of planes 96-106

(2) Ground Force

Troops 5,000

(3) Naval Force

Aircraft carrier 1
Cruisers 3-4
Submarines 1-2
Destroyers 6-8
Transports 8-10
Total vessels 19-25

In both types the naval escort is variable.

The space allowance for transport by water is about 4 to 5 tons per man. Normally two or three transports carry two-thirds of the troops, and the remaining smaller vessels carry the supplies and the remainder of the troops. From .75 to 1.25 tons per month is considered ample for maintaining a Japanese soldier after the initial trip.

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2. TACTICS

a. Air Participation

(1) Striking power. Air forces represent the initial and sustaining striking power of all Japanese offensive action.

(2) Range of operations. Starting from Japanese controlled air bases, the specific objective is selected within 400 miles of the Japanese base. Whether an overland or oversea operation, the 400-mile range constitutes the yardstick of effectiveness against a new objective from a Japanese controlled air base or bases. If intermediate enemy bases exist between the Japanese base and the major objective, these also are kept under continuous attack.

b. Navy-Army Coordination

(1) Initial sorties. Submarines usually make reconnaissance ahead of the task force. Additional reconnaissance and light daylight attacks then are made by long range reconnaissance planes which may be flying boats. Should this reconnaissance reveal a concentration of defending aircraft on the flying field, a surprise raid in force is often launched to destroy them on the ground. These are followed with light attacks by T-96 or T-97 heavy bombers, operating from the nearest land bases and usually unescorted by fighter planes. The objectives of these initial tactics are to gather information about the opposition, damage runways, destroy airdrome installations, and provide data on weather conditions.

(2) First heavy bombing attack. This is undertaken with the support of land-based or carrier-based fighter planes for the purpose of destroying opposing aircraft, and may be sustained if it appears that the defenders fly in replacements.

(3) Second heavy bombing attack. This is the final heavy bombing before landings are attempted. Usually 50 to 150 aircraft make the attack to destroy communications, coast defense batteries, and anti-aircraft installations.

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(4) Convoy protection preceding the attack. The approaching convoy is doubly protected on the day before the landings are attempted. The protection consists of direct air assistance from all bases and carriers within range and of harassing air attacks on opposition air bases from which attack could be made on the convoy.

c. Landing Attack

The landing attack usually begins shortly before dawn, after individual aircraft have made a total of 150 to 300 sorties against the opposition. The attacking force usually is carried to the shore in motor landing craft, which are protected by aircraft under the radio control of the landing units. The bulk of the air task force is held in reserve to counter-attack opposition bases within feasible range.

d. Attack after landing. Once a landing is effected, a second pattern of attack begins as follows:

(1) Seizure of airdrome. Parachute troops or special landing units try to seize an airdrome from which fighter planes may operate. (Protection of the ground troops the first day is provided usually by seaplanes or carrier aircraft.)

(2) Fighter squadrons. Fighter squadrons are established quickly on seized airdromes. From one or more of these fields or from carriers, type "O" fighters come to the support of troops on the second or third day.

(3) Fixing airdromes. Native labor is put to work promptly on occupied airdromes to repair, resurface, and extend the fields for use by heavy bombers. In two to seven days, the fields are usually ready for use by the bombers.

(4) Establishment of interceptor units. Within 14 days prefabricated shelters are put up, and interceptor units are installed quickly, with warning detachments spread out over an area of 60 to 100 miles. There is also evidence of searchlight installations being correlated with effective sound detectors.

(5) Accumulation of supplies. Supplies are accumulated and, at intermediate points, service and maintenance units for aircraft are set up, all within a period of two to three weeks.

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Section II

CAPTURED DOCUMENT ON JAPANESE LANDING OPERATIONS*

(The "Landing Battle")

"1. TRANSFER FROM MOTHER SHIP TO SMALL BOATS

"After the small boats have been lowered to the surface of the water the transfer of men is effected by means of rope ladders let down from the 'mother ship'. At this moment all men must proceed to disembark from the 'mother ship' speedily, in orderly single file at close intervals. Rifles and light machine guns should be carried either strapped to the shoulder, hoisted on the back, or attached to the neck by the strap and resting on the top of the life jacket or pack, according to the convenience of the moment. If this process is rendered difficult by a high sea one should wrap rifles and light machine guns in canvas and lower them into the small boats by means of ropes. It is advisable to insert the sword under one's leather belt after the fashion of the samurai (warriors) of olden times. Boxes of ammunition and cars should be lowered from the side of the 'mother ship' by means of ropes. When coming down the rope ladder one must hold on firmly, supporting most of the weight of the body with the two arms, keeping the upper part of the body close to the ladder, and stepping rapidly down the rungs. Having completed the descent one must move out of the way of the next man and squat down at once in one's appointed place in the boat. The commanding officer should designate assistants for duty at the top and bottom of the ladder. The boat is specially constructed so as not to capsize, however rough the sea may be and however much the

*This information on Japanese landing attacks is a translation of a captured Japanese document, which also contained propaganda belittling troops of the United Nations. Its reliability on factual military topics is considered good. The document is an undated publication of the Japanese Imperial General Army Headquarters. The preface states that the purpose of the document is to make available to every soldier a simplified "Sakusen Yorurei (Military Handbook)." Written in plain language, it deals especially with warfare in tropical countries. The document was supposed to be distributed to both officers and men immediately after embarkation on troop transports.

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boat may rock. Even should the waves break over the top of the boat there is no danger, and everyone should remain calm, keeping his original position and taking care not to distract the steersman from his duties.

"2. FIRING FROM THE SMALL BOAT

"Having prepared a heavy and a light machine gun for firing from a position near the bow, the gunners should, as the boat is approaching the shore from which the enemy has opened fire, return the fire according to the instructions of the commanding officer. Since the movement of the boat makes sighting very difficult the gunners should decide on a high orientation point (such as a woods, a building, a mountain top, etc.) near the target, keep it in sight and then, at the moment when the boat rises on the crest of a wave, pick out the target again and be prepared to fire. When firing a light machine gun the body should be bent in accordance with the movement of the boat. When firing a grenade discharger the plate should be rested on the side of the boat and fired when the boat is resting level on the surface of the water. At such a time sandbags may be placed underneath the plate in readiness. When firing an infantry gun, the gun should be firmly secured and everything possible done to adjust it at the standard height. The captain of the boat must coordinate the advance of the boat with the firing. The gunner must fire when the boat is on the crest of the waves.

"3. THE BOLD PLUNGE

"When very near the shore, and in the face of enemy fire, the most important point for the men is the bold plunge into the water on the platoon commander's orders. You must plunge in at once and avoid holding up others. Even should there be waves or should the water be rather deep, the plunge into the water is perfectly safe, for each man has his life jacket. Even if the water is so deep that your feet cannot touch the bottom, the waves will naturally carry you up onto the beach. On a coral reef shore one should use a bamboo stick to explore the ground under one's feet and should tread gently. When jumping into the water from starboard one should hold the rifle aloft in the right hand and grip the gunwale with the left, and then the left foot should be placed on the rower's seat and the right on the gunwale. Next the knees should be bent so as to place the center of gravity as low as possible, and one should jump with legs apart, so that both feet may touch the bottom to-

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gether. When jumping from port the method is of course just the opposite. To land a light machine gun one gunner must jump in first, receive the gun, follow the section leader, and at once take up the duty of firer. To land a medium machine gun, two gunners must plunge out of the same side of the boat and cooperate with two still in the boat to take down the gun from its previous firing position. Then the gun is handed to the two in the water, who carry it together. The section leader, having superintended this operation, quickly plunges in himself and lands in company with the gun. When the waves are high the gun must be carried by four men. If this is impracticable, it should be disassembled and carried ashore.

“4. SUCCESS AFTER LANDING

“For us success is a foregone conclusion once the landing has been accomplished. The enemy's tanks and planes are a collection of rattle-traps. We know we will win, and the only problem is how to do it skillfully. Naturally much depends upon the place where the landing is effected, but as there are places from which asphalt roads lead in all directions all cars in enemy territory should be seized. The waging of war with the enemy's own petrol (gasoline) and provisions, deep penetration into the midst of the enemy by a small number of courageous men who make the fullest possible use of darkness--all such activities produce a feeling of swallowing the enemy and are of the utmost importance.

“5. CARE OF THE LIFE JACKET AND WEAPONS

“Do not be so heartless after landing as to think of the life jacket --which assured your safety at sea--as a troublesome impediment. You should be prepared to hand it over to the units in your rear, after your unit assembles on the instructions of the commanding officer, at a place near the beach from which exploration is easy and where the water does not reach even at high tide. There have been several shameful examples of landed troops discarding the life jacket and thus depriving units in the rear of this valuable equipment.

“Immediate attention must be given to weapons which have been wet by the sea; guns and swords will be useless if not attended to, and ammunition will misfire.”

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Section III

JAPANESE TACTICS AND EQUIPMENT

1. THE INITIAL LANDING ATTEMPT NEAR KHOTA BARU

a. Repulse of the Japanese. The initial attempt of the Japanese to land on the gently sloping beaches at Khota Baru, on the northeast coast of Malaya, almost ended in disaster for the invaders. The British had strung barbed wire under the water for a considerable distance in shallow waters along the coastline, and they had embedded machine gun nests close to the edge of the water, in positions which gave them enfilading fire. Japanese transports anchored several miles out at sea and sent landing parties toward the shore in small landing craft before dawn. The Royal Air Force heavily bombarded the procession of landing craft, scoring a large number of hits and causing other boats to capsize. Many were set on fire. Remnants of the landing party reached a point near the shore, leaped out and started running forward. They became entangled in the barbed wire and suffered extremely heavy casualties from the machine gun fire.

b. Change of the Japanese Plan. The Japanese leaders decided to withdraw the remaining forces, reorganize, and attempt a landing 15 or 20 miles below Khota Baru, at a difficult point where the defenders had not anticipated an attack. The Japanese landed early the next morning, infiltrated up the coast and captured the Khota Baru airdrome.

2. INFANTRY TACTICS

a. Camouflage. The Japanese infantry has shown considerable skill in the art of camouflage. Particular mention is made of the camouflage of small trenches during the fighting in Borneo. In an extremely short time trenches 2 1/2 to 3 feet deep were dug and excellently camouflaged. They were dug with small spades, which are part of individual equipment.

b. Orders. Practically no orders were given after the Japanese went into action. The missions of units and individuals apparently were explained meticulously beforehand.

c. Night Operations in Borneo

(1) Daytime preparations. Frequently, the Japanese sent out small

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patrols at dawn to reconnoiter the positions of defending forces, with emphasis on the locations of heavy weapons.

(2) Night attack. Then, shortly after nightfall, the Japanese sent out patrols to determine more exactly the positions of the defenders. Small groups advanced secretly in front of strong infantry patrols to cut openings in the barbed wire. After the wire was cut, the groups signaled to the patrols, which waited in the rear along the whole front. The patrols then penetrated beyond the wire and advanced in extended order. By beating on pieces of bamboo (usually three successive beats) or by imitating machine-gun fire, the Japanese provoked the fire of the defenders. Then some of the enemy sneaked forward and attacked the crews of automatic weapons, disabling them with knives and hand grenades. Other enemy troops meanwhile crept up to defending riflemen and disarmed them by jiu jitsu tricks. Some of the men were able to escape by kicking away the hands that clutched their ankles. Several commanding officers were victims of such attacks.

Except for the deceptive noises, designed in part to create panic among the defenders, the Japanese moved in silence. Everyone knew his duty perfectly and acted independently. However, they paid sharp attention to the voices of their commanders.

The Japanese sought by these tactics to eliminate the Borneo front line forces and then to penetrate their positions as far as possible with strong patrols. They also machine-gunned the defenders at close range as another means of trying to create panic among them.

After night fights the Japanese retired a distance of 500 to 1,200 yards before daybreak. Then Japanese naval guns bombarded the defending positions and the infantry stayed inactive during the day except for normal patrol duties.

3. INFANTRY AND MISCELLANEOUS EQUIPMENT

a. Clothing

(1) Uniform. In Malaya the color of the uniform used by the Japanese was khaki or khaki-green, with the trousers tapering at the ankle. In Borneo the uniform worn was a brown-gray color, although reconnaissance patrols wore only shirts, shorts, and light shoes with rubber soles. The uniform worn by naval landing troops is gray-green color, and it is hard to distinguish from the Netherlands East Indies uniform.

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(2) Footwear. The type of shoes worn by the Japanese infantry varies. Many troops in Malaya wore hob-nailed shoes.

(3) Headgear. These include skull caps, peaked caps, and steel helmets with the five-pointed Japanese army star in front. A topee (tropical helmet), is worn, sometimes alone and sometimes over the helmet. The naval landing troops wear the helmet, with an anchor as an insignia.

(4) "Sennimbari" (1,000 Stitches). A majority of Japanese soldiers wear a "Sennimbari", or red sash around the waist under the uniform. Members of the Japanese Patriotic Women's Association stand at street corners in Japan and ask passersby to make one stitch. It takes 1,000 stitches to make one of the sashes so 1,000 persons help to complete it. The sash is supposed to confer on the soldier good luck, courage, and immunity from the enemy's fire. Chinese war museums are stacked with Sennimbari taken from Japanese dead. A slogan on the sash reads: "Buun Chokyu" ("Everlasting Success in War.")

b. Accessories. Normally the Japanese infantry soldier wears a leather belt and a canvas haversack with an attached bag for personal belongings. The belt has attached to it two canvas pouches, one for small arms ammunition and the other for carrying the bayonet. Included in the individual equipment is a small intrenching tool, which has a 10-inch handle and an 8-inch blade.

c. Weapons

(1) Artillery. A 77-mm. gun was reported captured from the Japanese on the Burmese front. The Japanese normally have four 75-mm. pack (mountain) guns in their regimental gun company. The guns are capable of firing 15-pound projectiles a maximum distance of 7,675 yards. In their divisional artillery the Japanese have a heavier 75-mm. gun, with a maximum range of 11,800 yards.

(2) Mortars. A 5-inch mortar has also been captured on the Burmese front. This is the first authentic information that the Japanese are using a mortar as heavy as 5-inch. It is quite possible that large mortars were used in Malaya by a mortar battalion reported to be army or corps troops.

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(3) Flame-throwers. The Japanese used a flame-thrower in Borneo, in a ratio of one or two per company. It is also reported that this weapon has been used in China and Malaya. Of the two men who handle the weapon, one carries the flame tank or box and the other carries the flame hose, which is about 6 feet long. Dimensions of the box appeared to be about 24 inches by 24 inches by 20 inches. The range of the flame was about 15 feet. Its effectiveness, however, is not known.

(4) Road mines. The Japanese have been using a light disc-type road mine in the Philippines.

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Section IV

JAPANESE OPERATIONS IN MALAYA*

1. AIRPLANES

a. Description. All Japanese planes were of silver color and very hard to see against the sun. They usually flew in formations of 4, 8, and 12.

b. Bombing Attacks. At first Japanese bombings were inaccurate. Accuracy was considerably improved later in the campaign. British troops who had been in action said they suffered more losses from Japanese bombs than from enemy ground weapons.

2. CLOTHING. In some cases the Japanese used white uniforms (probably undershirts) in the jungles so they would not mistake the identity of their own troops.

3. REFUGEES. The Japanese held up refugee trains in many instances and took the baggage and other belongings of passengers. They also were quick to search ruined baggage cars for loot. As a result, large numbers of women and children reached Singapore without baggage.

4. RUSES. The British had trouble trying to distinguish the Japanese from the native Malaysians and Chinese. The Japanese took advantage of this by dressing as Malaysians or Chinese and hiding their guns until they could spring a surprise attack. Against a British regiment of Gurkas, fierce Indian fighters, the enemy troops in several instances hid their guns under Malayan costumes they wore until the Gurkas passed. Then the Japanese pulled out their guns and shot the Gurkas from the rear.

5. FIFTH COLUMN. The Sultan (native governor) of Kelantan, most northeastern state in Malaya and bordering on Thailand, cooperated with the Japanese in their invasion from Thailand and from the Gulf of Thailand.

*The information in this section was taken from a statement by an American resident of Malaya who recently arrived in the United States. Its reliability is considered good.

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Japanese Buddhist priests entered Malaya 3 or 4 months before the Japanese invasion and did fifth column work among the natives.

6. BEACH MINES. In some of their landings the Japanese drove horses before them to touch off mines in the water.

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Section V

JAPANESE BICYCLE TROOPS*

1. GENERAL OBSERVATIONS

Japanese cyclist groups, although outwardly lighthearted, had a resolute expression that reminded one of a touring club out for an arduous competition tour. They sometimes talked and laughed to each other and sang quietly to themselves. No bells were rung, and no one was observed eating or smoking while on the move. Often a patrol passed so quietly that it could not be heard more than 150 yards from the road. The Japanese seemed entirely disinterested in the surrounding country, looking only at the road. They did not question or even scrutinize Malaysians, Tamils, or Chinese. The patrols gave the impression of being singularly easy to ambush or surprise. In no case was a man ready for immediate action. No scouts were used.

2. MOVEMENT

a. Day. While in movement the Japanese cycle troops usually traveled in groups of about 60 to 70. Larger groups sometimes were observed, however, and sometimes parties of one to three were seen. Groups rode in no definite formation, but two or three usually were abreast and separated a few yards from the man in front. Often a group of 20 cyclists would be scattered along a quarter of a mile of the road. They rode bunched up on level ground but going up or down a hill they tended to spread.

*The Japanese are known to have made considerable use of bicycle transportation in penetrating Indo-China and in pushing their land forces to the southward. This report gives some first-hand observations upon Japanese bicyclists who were moving through a relatively quiet area toward an active front in Malaya. Among the photographs at the back of this bulletin is pictured a detachment of such troops.

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The cyclists usually traveled at a slow but steady speed of about 8 to 10 miles per hour on level ground. They seemed to have no relation to motor transport, and no one stood out in the formation as a leader, either by dress, position, or behavior. It is possible that officers of the troops rode on motorcycle combinations. It may have been only coincidence, but observers usually saw motorcycles on the roads at the times when large groups of cyclists were in movement. The motorcycles traveled in the same direction but passed the cyclists at speeds of about 30 miles per hour.

It was observed that whenever there was general movement of cyclists in one direction there were always a few cyclists going in the opposite direction. On two occasions observers saw a patrol of more than 50 come back in the evening in a direction contrary to that of the continuous daylight movement.

No cyclists were observed holding onto the backs of trucks or other vehicles but in many cases cycles were seen in trucks or tied to cars.

b. Night. The cyclists moved in a closer formation at night and also appeared to be more in a hurry than during the day. Only one in ten had lights and about half of these consisted of flashlights, tied on to the bicycles.

Cyclist soldiers made more noise at night, giving the impression that they were nervous because of the dark. Patrols could be heard 300 yards from the roads. When any of them stopped at a house, even at earliest dusk, they went in pairs and each carried long, silver-colored flashlights. A group once rested at night only 10 yards from British observers. Members of the group laughed and chattered and there was a clinking as if tin plates or perhaps a water bottle and cup were hitting together. The Japanese seemed to have deeper, steadier voices than the Malaysians or Chinese.

3. EQUIPMENT

a. Clothing. The cyclists' uniform showed a remarkable diversity of design and color. All hatless Japanese observed had their hair cut very short. Three out of every ten wore topees (tropical helmets,

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usually made of pitch or similar substance). The topees were small and dirty white or khaki in color. Three out of ten wore steel helmets, which were cup-shape and had no visible brim, and four out of ten wore greenish khaki uniformed caps with peaks.

During the daytime the cyclists wore white undershirts which usually did not have any sleeves, and khaki or green shirts, which usually had long sleeves. The sleeves were rarely rolled up.

On an average, five out of ten men during the daytime wore trousers, with wrapped leggings worn from the ankles nearly to the knees. In many instances, however, the trousers either were cut below the knees like jodhpurs or tied to the lower part of the legs with string. Three out of ten wore shorts and either canvas puttees or stockings. One out of ten wore shorts of some other color (blue, black, or gray) and another wore ordinary long gray or khaki trousers. Very few wore belts or suspender belts, probably not more than one out of twenty. A few carried a water bottle on a haversack on their backs. No one carried a pack.

Footgear in almost every case seemed to be light rubber-soled shoes of the athletic type, the upper part of which usually was black. The upper part sometimes was a whitish gray. Only a few low shoes were observed.

When rain fell each man put on a long hoodless cape made either of oilskin or dark mackintosh material. The cape covered the bicycle and all attachments from the handlebars to the back carrier.

b. Weapons. Every cyclist apparently carried a rifle, but some of the weapons appeared to be unduly thick toward the muzzle and may have been automatic arms. More than half the rifles were carried in khaki covers. They usually were carried with the barrel forward and below the horizontal bar of the bicycle frame. In a few cases they were tied to the forward, up-pointing "V" of the frame so that they stuck up at an angle of 40 degrees over the center of the handlebars. Only two were seen tied across the carrier at the back. A man was never seen with his rifle slung on his back and in no case was the rifle detached when bicyclists stopped to rest or even to enter a house. In case of an alarm it would have taken some time for the cyclist to get ready for action. No pistol, knives, Thompson-type submachine guns, or ammunition was observed.

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c. Bicycles

(1) Type. No bicycles of foreign origin or collapsible design were seen. Conversations with Malaysians indicated that all their bicycles were commandeered. The frames of bicycles were heavily festooned with equipment. Many had carriers at the back. Some had a red tail reflector which was surrounded by a white circle of paint. More headlights were carried than appeared to be necessary at night.

(2) Individual loads. A load about the size of a 5-gallon gasoline can was usually carried on the rear carrier of the bicycle. This could have been a wooden or tin box, a pack, kitbag, or a bundle of clothes. Packs, often improvised, invariably hung down on either side of the rear carrier. (In some cases they appeared to be gray-painted tin containers). It was difficult to recognize any individual object other than water bottles, cups, spare clothes, and rolled-up capes. Usually there were other things tied to the front, swung on the handlebars, or suspended from the crossbar. The average load, apart from the man and the weight of the bicycle, appeared to be about 75 to 100 pounds.



JAPANESE LANDING

OBSERVE: 1. TYPE OF LANDING BOAT; 2. TIE-ROPE; 3. METAL SHIELD IN BOW OF BOAT; 4. SIZE OF BOAT; 5. PROXIMITY TO SHORE WHEN LANDING.

This picture illustrates the vulnerable moment in a landing operation.



JAPANESE SOLDIERS IN LIFE JACKETS

OBSERVE: 1. LIFE JACKET; 2. FULL EQUIPMENT CARRIED;
3. HELMET; 4. STAR ON HELMET.

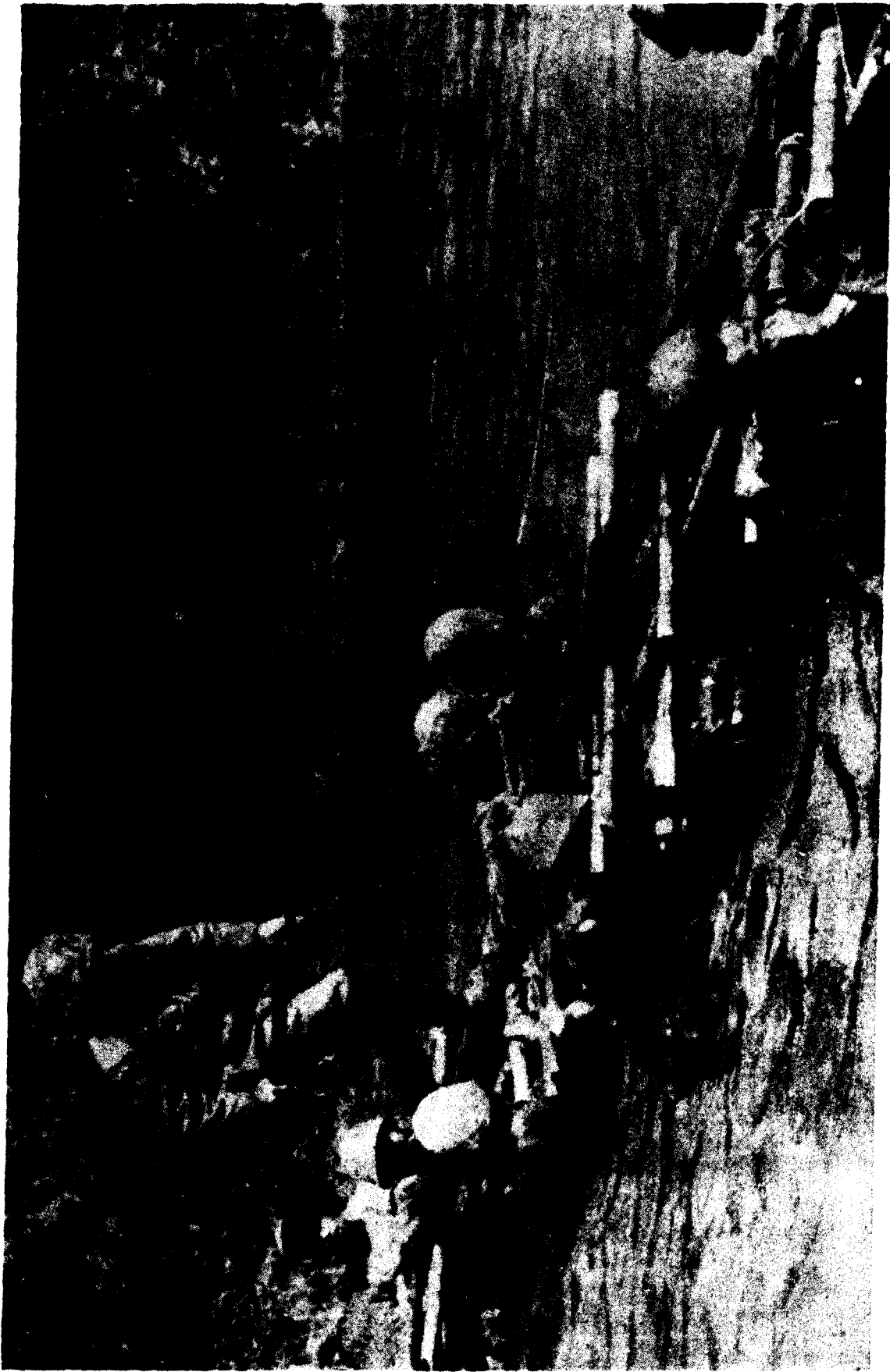
Life jackets have been worn by Japanese landing parties. The star on the helmet is the distinctive symbol of the army (a small anchor being the symbol of the navy).



JAPANESE BODY CAMOUFLAGE

OBSERVE: 1. AIR DEFENSE INSTRUMENTS; 2. ANTI-AIRCRAFT GUN; 3. TWIGS AND FOLIAGE ON BODIES AND HATS.

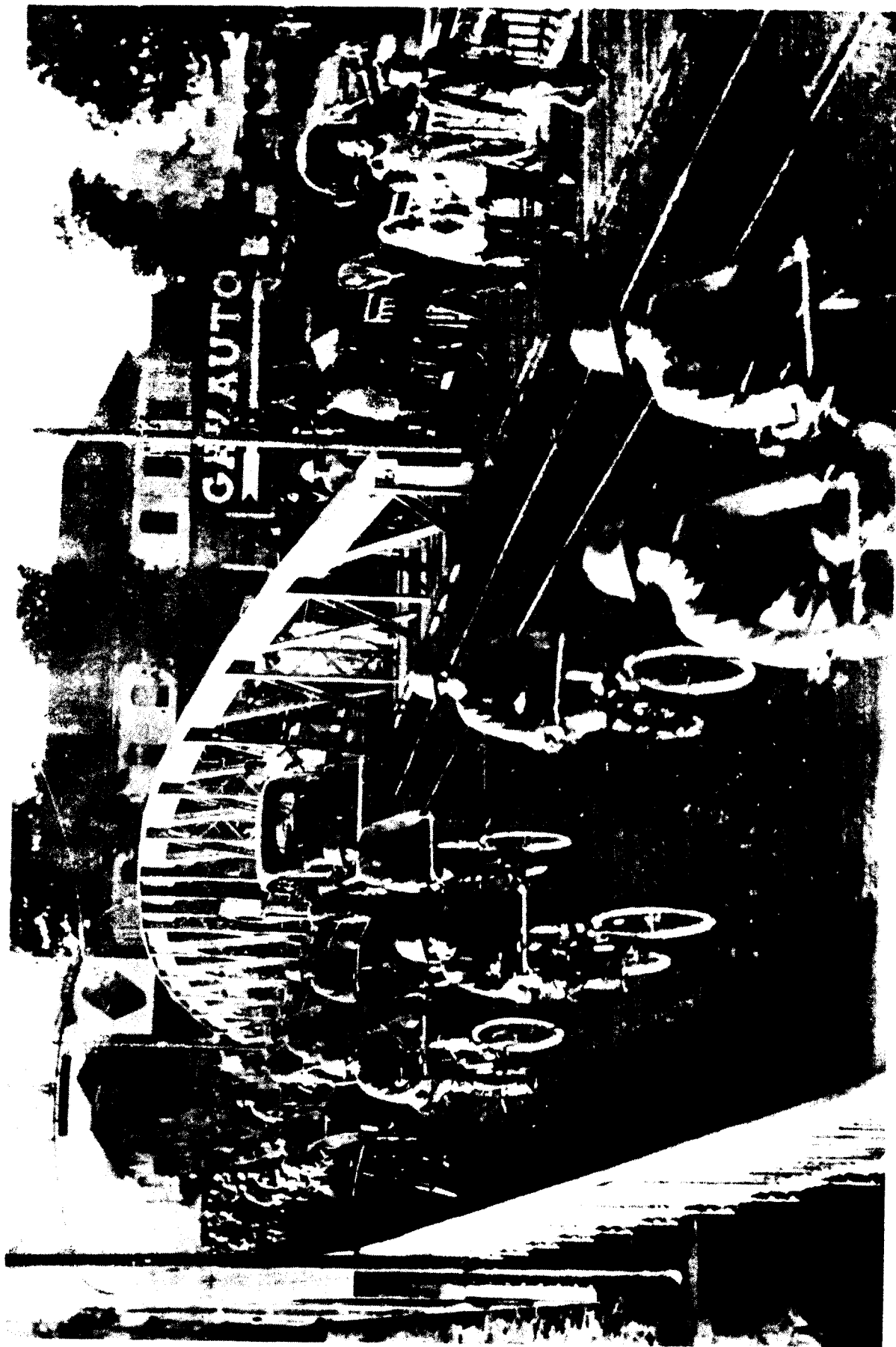
The Japanese soldier is issued a body net as well as a net for his helmet or hat. In these nets he places straw and branches to make himself less noticeable. This has been especially useful in recent battles in the jungles.



JAPANESE BRIDGE TECHNIQUE

OBSERVE: 1. CONSTRUCTION OF BRIDGE; 2. SOLDIERS SUPPORTING BRIDGE; 3. HELMETS WITH CAMOUFLAGE NET.

This footbridge is being supported by soldiers standing in the stream, a method that enables their comrades to go across the stream more quickly than would be the case if each waded across. This system of human bridge-work has been reported to have been used by the Japanese to support even light tanks.



JAPANESE CYCLISTS

OBSERVE: 1. BICYCLES; 2. HATS; 3. BICYCLIST AT LEFT LOSING BALANCE;
4. ARTICLE MOUNTED ON HANDLEBARS OF THIRD FROM FRONT, LEFT.

These Nipponese cyclists appear to be wearing hats constructed of cloth or papier-mache.

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